

Date: Fri, 19 Mar 93 04:30:26 PST
From: Ham-Policy Mailing List and Newsgroup <ham-policy@ucsd.edu>
Errors-To: Ham-Policy-Errors@UCSD.Edu
Reply-To: Ham-Policy@UCSD.Edu
Precedence: Bulk
Subject: Ham-Policy Digest V93 #68
To: Ham-Policy

Ham-Policy Digest Fri, 19 Mar 93 Volume 93 : Issue 68

Today's Topics:

 No Radios on Airlines (3 msgs)
 public apology
 Welcome to rec.radio.info!

Send Replies or notes for publication to: <Ham-Policy@UCSD.Edu>
Send subscription requests to: <Ham-Policy-REQUEST@UCSD.Edu>
Problems you can't solve otherwise to brian@ucsd.edu.

Archives of past issues of the Ham-Policy Digest are available
(by FTP only) from UCSD.Edu in directory "mailarchives/ham-policy".

We trust that readers are intelligent enough to realize that all text
herein consists of personal comments and does not represent the official
policies or positions of any party. Your mileage may vary. So there.

Date: 18 Mar 93 15:58:02 GMT
From: news-mail-gateway@ucsd.edu
Subject: No Radios on Airlines
To: ham-policy@ucsd.edu

>That's one thing that really annoys me about the airlines. All sorts
>of newer navigation systems are becoming available, and not only are
>they generally more accurate and reliable than VOR, but they're
>inherently much more immune to interference from consumer electronic
>devices. (I'm thinking mainly about LORAN-C and GPS -- once GPS
>becomes operational both should be installed as backups for each
>other). But no - the airlines would prefer to ban all electronics (not
>just receivers).

the big thing there Phil, is that GPS isn't operational. it's hard to run an
airline (much less a railroad) using navigation that isn't "there" all the
time. in this respect the airline industry is really, really conservative.
it's the general aviation and "regional" airlines that tend to be open to new
products and technologies. and even then, it can be some work to sell them on
a new comm transceiver...and almost impossible if it's not plug compatible

with the existing one.

and it's more than just the nav systems - there's a lot of remote control on the modern airliner and it's using frequencies from DC to daylight to make it work. certification of a new object to be added to an airframe can take years -- and even then....

just remember, they've been going to do away with ADF now for more than 30 years. 8) but there are still parts of the world where that's all they have to work with & it's nice to have additional confirmation of location along with the latest ballgame scores - something VOR alone doesn't provide yet.

bill wb9ivr

Date: 18 Mar 93 17:05:47 GMT
From: topaz.bds.com!topaz.bds.com!ron@uunet.uu.net
Subject: No Radios on Airlines
To: ham-policy@ucsd.edu

> the big thing there Phil, is that GPS isn't operational. it's hard to run an
> airline (much less a railroad) using navigation that isn't "there" all the
> time. in this respect the airline industry is really, really conservative.

Actually, the newer air transports need no help from anything outside the plane. I got to play around with a UPS 757 for a while one day. The inertial navigation system in that thing is quite neat to play with and accurate. It needs no input from GPS, LORAN, VOR or anything else.

The reason VOR is not dead is that GPS is not currently a replacement for instrument flight because:

1. They haven't resolved the selective availability issue yet.
2. They haven't come out with precise replacements to overlay the GPS procedure on the instrument landing procedures yet.

-Ron

Date: Fri, 19 Mar 1993 02:30:08 GMT
From: qualcom.qualcomm.com!servo.qualcomm.com!karn@network.UCSD.EDU
Subject: No Radios on Airlines
To: ham-policy@ucsd.edu

In article <10aa5bINNgnq@topaz.bds.com> ron@topaz.bds.com (Ron Natalie) writes:
>1. They haven't resolved the selective availability issue yet.

>2. They haven't come out with precise replacements to overlay the GPS
> procedure on the instrument landing procedures yet.

I'm well aware that GPS is still an "experimental" system. But this
can't last forever. The Pentagon has sunk many billions of tax
dollars into GPS, and sooner or later they're going to be forced to
put up or shut up.

Politically, I just don't see how they can deny its full capabilities
to civilian users much longer. They sold GPS to Congress over a decade
ago largely on the basis of the money that could be saved by shutting
down other civilian radio navigation systems. Until they can satisfy
the civil aviation users (which means abandoning SA), this will have
been a fraudulent bait-and-switch game. Sort of like the one NASA
pulled with the space shuttle.

I expect that in any event Congress will soon tire of the military's
GPS games and turn it into a fully civilian system within 5-10 years.

And I expect (and hope) that Loran-C will still be around indefinitely
as a backup to GPS. That's a system that's up and fully operational
now. Only a year or so ago, the FAA and Coast Guard finally filled in
the "mid continent gaps" in the continental US. Yet how many
commercial airlines are using it to back up their VORs? Probably not
many. They only buy what the FAA forces them to buy.

Phil

Date: Thu, 18 Mar 93 21:27:34 PST
From: gumby!destroyer!cs.ubc.ca!mala.bc.ca!oneb!ham!emd@yale.arpa
Subject: public apology
To: ham-policy@ucsd.edu

MOSIER@iris.uncg.EDU (Steve Mosier) writes:

> BONG BONG BONG *****==ENGLISH LANGUAGE USAGE ALERT==***** BONG BONG BONG
>
> Steve KA0VYB writes:
> > their services. Irregardless of whether you are in the right or the
> ~~~~~
>
> Sorry. No such word. Please restart.
>

WRONG!

You need a new dictionary. In my Webster's circa 1983, it says:

irregardless adv[prob blend of irrespective and regardless] nonstand (ca 1912: regardless.

I probably agree with your assessment of the advisability of using this word , however, it IS a word.

Robert Smits
VE7EMD
Ladysmith B.C.
e-mail: emd@ham.almanac.bc.ca

There is *no* idiotproof filter.
Idiots are proof against anything!
- Richard Chycoski, VE7CVS

Date: Thu, 18 Mar 1993 20:38:27 MST
From: gummy!destroyer!cs.ubc.ca!unixg.ubc.ca!kakwa.ucs.ualberta.ca!ersys!ve6mgs!
rec-radio-info@yale.arpa
Subject: Welcome to rec.radio.info!
To: ham-policy@ucsd.edu

Archive-name: radio/rec-radio-info/welcome
Last-modified: \$Date: 1993/02/14 09:17 \$
Version: \$Revision: 1.02 \$

*** Welcome to rec.radio.info! ***

Welcome to rec.radio.info, a group that aims to provide a noise-free source of information and news for the entire rec.radio hierarchy.

Two introductory articles about rec.radio.info are posted to the group and to news.answers every two weeks. You are now reading the first article, which explains what rec.radio.info is, and answers some Frequently Asked Questions. The second article is titled "Submission Guidelines", and you only need to read it if you want to submit an article to rec.radio.info.

-- What is the purpose of rec.radio.info?

The purpose or charter of rec.radio.info is to provide the Usenet community with a resource for information, news, and facts about any and all things radio.

All the other rec.radio groups are intended for discussions and general chit chat about radio. Rec.radio.info will contain informational, factual articles only. Follow-ups are redirected to an appropriate other group, and further discussion (if any) will not take place in rec.radio.info.

In order to ensure that rec.radio.info contains only appropriate articles, it

was decided to create the group as a moderated newsgroup.

-- Why are messages almost always cross posted to rec.radio.info?

It provides a "tag" for each article to be assembled into a filtered presentation in rec.radio.info (even with cross-posting, only one message, with a unique Message-ID, is propagated across the net). This tag also facilitates a pre-existing method of dropping or cancelling the articles locally within the discussion groups if you don't want to see them. This accommodates individuals who want to separate the bulletins from the discussions, discussions from the bulletins, as well as those who are adamant about not reading another newsgroup and wanted to see everything all in one basket.

With the total size of Usenet (in number of newsgroups and total traffic) doubling every year or so, this is no insignificant contribution to reducing information noise and chaos. Making the discussion groups a catch-all, and making extra newsgroups filters on that catch-all, is also the most realistic way to implement such a scheme (It's not intuitively obvious what the charter, contents, and general appropriate topics for each and every newsgroup are. Seeing FAQ's and charter/intro postings in the home newsgroup is beneficial for new readers).

By cross-posting one only is adding a few tens of bytes to each bulletin (to specify the extra group on the Newsgroups line), but are adding the capability for very powerful filtering features available on most news servers and readers. Your local news guru could probably explain these features in more detail.

-- What is a 'follow-up', and what does 'moderated' mean?

If you are new to Usenet and are not familiar with the terminology, you might want to read the general introductory articles found in the newsgroup news.announce.newusers. Doing so will make your life on the net much easier, and will probably save you from making silly beginner's mistakes.

If you think that at this moment you are reading an echo, a conference, or a bulletin board, I'd also strongly suggest a trip over to news.announce.newusers.

For the rest of this article, I will assume you have a basic knowledge of Usenet terminology and mechanics.

-- OK, so now I know what 'moderated' means. Tell me more.

Rec.radio.info is a moderated newsgroup, which means that all articles submitted to the group will have to be approved by the moderator first.

The current moderator of the group is Mark Salyzyn. Submissions to

rec.radio.info can be posted, or e-mailed to:

rec-radio-info@ve6mgs.ampr.ab.ca

Comments, criticisms, suggestions or questions about the group can be e-mailed to:

rec-radio-request@ve6mgs.ampr.ab.ca

But before you do so, please be sure to check out the "Submission Guidelines" article.

The influence of the moderator should be minimal and of an administrative nature, consisting chiefly of weeding out obviously inappropriate articles, while making sure correct headers etc. are used for the appropriate ones.

-- What type of material is considered inappropriate?

There are three broad categories of articles which will be rejected by the moderator:

- 1) Requests for information: rec.radio.info is strictly a one-way street. I receive information in my mailbox; I then post it to rec.radio.info. Requests for specific information belong in the normal discussion newsgroups. If your request gets answered, you might consider passing the answer on to rec.radio.info, though. Especially if you can edit it into a informational, rather than a discussion, format.
- 2) Obvious discussion articles, or articles that appear unsubstantiated.
- 3) Commercial stuff: a relatively unbiased test of a radio product would be accepted, but any hint of for-profit might be reason for rejection. For three reasons: This is not the purpose of the list, for-profit is a controversial topic, and this list may be passed onto Amateur Packet Radio (where for-profit is prohibited except under certain provisos).

rec.radio.swap may be more deserving of the posting in any matter.

Similarly, copyrighted material generally cannot be used. If it's TRULY worthwhile to the net, I would recommend obtaining permission from the copyright holder. Please note the source, and if permission was given. I reserve the right to make the final decision concerning appropriateness in all situations. In most cases, a brief summary of, or pointer to, the copyrighted information may be all I can allow.

-- I do not have access to news, how can I get the information posted to rec.radio.info?

brian@UCSD.EDU (Brian Kantor) has kindly supplied a mail list server for

rec.radio.info. Non of the articles will be digested, due to their size, so you will receive individual mailings for every article posted to the group.

Mail sent to radio-info@ucsd.edu will be forwarded to the moderator and thus is an alias to rec-radio-info@ve6mgs.ampr.ab.ca

To subscribe and unsubscribe via the listserver; the format for that is

```
sub address radio-info
unsub address radio-info
```

where 'address' is your full mailing address. Send this request to

```
listserv@ucsd.edu
```

Note that the server will automatically delete any address that bounces mail. If you leave the address portion blank, it will try to deduce your address from the mail headers. This may not work if you are on bitnet, milnet or some other non-Unix host, so it is recommended to put your return address in any case. For example:

```
sub mymailbox@myhost.mydomain.mil radio-info
or
sub MEMEME01@DMBHST.bitnet radio-info
```

or something like that.

-- Will the material appearing in rec.radio.info be archived somewhere?

Yes. Still firming up details at the moment but here is a preliminary list:

- unbc.edu as maintained by Lyndon Nerenberg <lyndon@unbc.edu>
- nic.funet.fi maintained by Risto Kotlampi <rko@cs.tut.fi>
saved to /pub/dx/text/rec.radio.info currently stored as
numbered files.

Effectively this means that anything you post to rec.radio.info will be permanently stored, so your work will not be lost.

-- I have a regular posting with timely information, is there a way to speed up it's delivery, or automate for more convenience?

Yes, there is! It may take a bit of chatter with the moderator, but we are willing to take responsible people and provide them the means of posting the articles directly from their site. We will try everything we can as we fully realize that DX (distant signal) and astronomical data can be somewhat transitory. We are also willing to allow regular posters of information the same courtesy, even if the information is not as timely.

We refer to this as self-moderation, which is partly based on the model for news.answer. This requires co-operation and good will to be beneficial to the community in the rec.radio hierarchy.

I suggest reading the posting guidelines for more information. I am open to suggestions.

I thank the following individuals for their input into this article:

rec.music.info moderator Leo Breebaart rec-music-info@cp.tn.tudelft.nl
rec.radio.broadcasting moderator Bill Pfeiffer wdp@gagme.chi.il.us
Paul W. Schleck, KD3FU pschleck@unomaha.edu
Ian Klufft, KD6EUI iklufft@uts.amdahl.com

--

Mark Salyzyn -- Moderator rec.radio.info
Submissions to: rec-radio-info@ve6mgs.ampr.ab.ca
Administrivia to: rec-radio-request@ve6mgs.ampr.ab.ca
* Requests for information do *not* belong in rec.radio.info *

Date: 19 Mar 93 01:03:54 GMT
From: mnemosyne.cs.du.edu!nyx!whester@uunet.uu.net
To: ham-policy@ucsd.edu

References <1o7hegINNfrib@topaz.bds.com>, <C41zro.H62@news.Hawaii.Edu>,
<1o8mvlINNgbt@topaz.bds.com>
Subject : Re: Reduction of the code requirements

Concerning the use of a commercial aircraft radio to communicate with a ham:

I had just such a contact several years ago...the ham was the third officer on a flight coming into New York from Europe. He said that all their long range aircraft had HF SSB multifrequency radios on board.

The company had no problems with his use of the equipment since he was a licensed U.S. amateur on a U.S. flag aircraft.

We talked for about 15 min. as they descended to about 150 miles out from N.Y. Then he had to get back to work and signed off.

BTW, he was running 100 watts PEP with a tuned zepp type antenna that was standard on that aircraft...given the 20,000+ feet of antenna elevation, his signal was pretty strong and constant at S9+10 on 20 meters.

--

Bill Hester, Ham Radio N0LAJ, Denver CO., USA - N0LAJ@W0LJF.#NECO.CO.USA.NOAM

Please route replies to: whester@nyx.cs.du.edu or uunet!nyx!whester
Public Access Unix @ University of Denver, Denver Colorado USA
(no official affiliation with the above university)

End of Ham-Policy Digest V93 #68
